

ANNEX G DEPLOYING THE UNIT OF ACTION

1.1 CONCEPT OF DEPLOYMENT OF THE UNIT OF ACTION

The Objective Force's ability to deploy rapidly on strategic and operational lift platforms coupled with rapid discharge of ready to fight units in theaters outside the continental U.S enables operational maneuver from strategic distance. The requirement for Unit of Action elements to be deployable by C-130-like platforms creates tremendous flexibility by any deployment method used. The deployment process for the Objective Force is based on three primary tenets – speed, precision, and knowledge. Speed is contingent on the combination of rapid and flexible time-phased force deployment data (TPFDD) development, rapid loading, fast air and sealift, throughput, and a comprehensive deployment command and control suite with applications that direct the deployment. The ability to build the force, control the flow, and deliver intact units allows the geographic combatant commander to generate immediate combat power. Precision is contingent upon accurate, complete, and timely deployment information assured through persistent space-based communications. It is also contingent upon loading techniques (stowing for unit discharge), packaging and intermodal delivery platforms for accompanying sustainment and unit equipment. Knowledge of Joint deployment processes, systems and service lift platforms will be embedded in warfighter organizations, forming a network of deployment expert teams. The Objective Force UA commander can thus focus his attention on the smooth and quick transition to employment by virtue of resident organization deployment knowledge.

1.2 DEPLOYING THE UNIT OF ACTION BY AIR

The Unit of Action must deploy anywhere in the world in 96 hours. Deployment by air can support a 96-hour goal when U.S. Air Force (USAF) airport/airfield support structures are in place; however, austere sites must be used when others are not available.

Deploying the UA by air in 96 hours after lift off, under this scenario, including the final movement of the early entry forces, will consume approximately 237 C-17 sorties or 666 C-130 sorties in the current force design model.

1.2.1 DISCUSSION:

As an illustrative example, the Unit of Action deploys from Hunter Army Air Field, Georgia to vicinity of Baku in 96-hours using strategic (C-17) airlift from the continental U.S., and tactical (C130) airlift from enroute locations, including Turkey. This is accomplished with the UA clearing their departure airfields in a period of about 88 hours. A UA of 10000 to 11000 short tons has a movement requirement of 2,906 short tons per day (24 hour period).

The use of standard USAF planning factors from Air Force Pamphlet 10-14-03, provides feasible planning data for airfield throughput capability, round trip flying time, and quantities of aircraft required, and indicate that excess capability exists at ports of embarkation, enroute locations, and ports of debarkation, to successfully deploy by air. Proper forces enabling deployment will be available to conduct necessary enroute fueling operations of aircraft, establish USAF Tanker/ Airlift Control Element (TALCE) at operating airfields, and Army deploying or supporting unit departure clearances and Host Nation agreements support the operation.

1.3 DEPLOYING THE UNIT OF ACTION BY SEA

As initial Objective Force brigades deploy by air, other Objective Force units may flow into theater aboard strategic surface vessels or by intra theater coastal fast sealift. These forces will flow into the theater synchronized to follow the initial air-delivered forces and maximizing strategic lift assets. Small elements of C2, security, and aviation may flow into theater aboard intratheater fast sealift assets that are massed in the Area of Operations. Existing strategic sealift is comprised of a fleet mix of Large, Medium Speed Roll-on/Roll-off vessels (LMSR), Fast Sealift Ships (FSS) and several smaller vessel classes. The service speed of the fastest of these vessels, the FSS, is 27 knots. The one-way distance to the Caspian region by sea is approximately 6,000 miles, requiring ten to eleven days for transit from the SPOE to the SPOD. Time required for movement to the port of embarkation, vessel loading, and discharge at port of debarkation must also be considered in computing total time for deployment and force closure. The port of Savannah, and many of the other ports which support the Army's CONUS power projection platforms, are world-class transportation centers, easily capable of handling the tonnage and vessels required to move the Objective Force UA Brigade. Many of the destination Ports of Debarkation will not support the arrival of large ocean vessels such as LMSRs. In these cases shallow draft, high-speed vessels, massed in the theater, are used to increase port accessibility and debarkation locations by operationally maneuvering the UA force. Changes to the deployment processes and techniques (rapid and accurate identification of movement requirements into

the Defense Transportation System, deploying unit equipment and soldiers together as capable units) will result in rapid application of combat power. Load configurations will be consistent with unit tactical requirements upon discharge. Moreover, new techniques of loading and berthing supercargo personnel aboard LMSR ships can speed deployment. Vessel stowage space can be underutilized to ensure combat loading of systems. Unit equipment will be stowed for rapid unit discharge. Further, increased personnel carrying capacity aboard sealift assets to accommodate vehicle operator and combat system crewmen, reduces reception infrastructure and causes reduced requirement for RSOI infrastructure in the OCONUS theater.

1.4 ADDITIONAL DEPLOYMENT CONSIDERATIONS

Deployments can occur from multiple air and seaports of embarkation to multiple entry points, providing possible avoidance of large APODs and SPODs and limiting anti-access threats. Success of this multiple entry approach is contingent on source information feeds into the Defense Transportation System, airlift with outsize cargo and short takeoff and landing features and sealift with large capacity, shallow-draft, and high-speed characteristics. The rapid transmission of source deployment data from units to Joint systems is the critical foundation for rapid deployment of Objective Force UA unit.